

Co-day's Advertisements.

LETTERS PATENT.

IN THE MATTER OF ORDINANCE No. 2 OF 1897, AND
IN THE MATTER OF THE PETITION OF SOREN LEMVIG FOG AND AAGE GEORG KIRSCHNER BOTH OF STOCKHOLM-GADE, 43, COPENHAGEN IN THE KINGDOM OF DENMARK FOR LETTERS PATENT FOR THE EXCLUSIVE USE WITHIN THE COLONY OF HONGKONG OF AN INVENTION FOR AN IMPROVED PROCESS FOR THE MANUFACTURE OF MATCHES.

NOTICE is hereby given that the PETITION, SPECIFICATION and DECLARATION, required herein by ORDINANCE No. 2 of 1897 have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said SOREN LEMVIG FOG and AAGE GEORG KIRSCHNER by Messrs. JOHNSON, STOKES and MASTER, Solicitors, their duly authorised Agents to apply at the Sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the exclusive use within the said Colony of Hongkong of the above named invention.

And Notice is hereby also given that a Sitting of the Executive Council before whom the matter of the Petition will come for decision will be held in the Council Chamber at the GOVERNMENT OFFICES, Victoria, Hongkong, on MONDAY, the 20th day of November, 1899, at 11 o'clock in the forenoon.

Dated the 16th day of November, 1899.
JOHNSON, STOKES & MASTER,
Solicitors and Agents,
for the said
SOREN LEMVIG FOG and
AAGE GEORG KIRSCHNER.

FUBILEE LODGE OF INSTRUCTION.

THE REGULAR MEETING of the above Lodge will be held in the Freemasons' Hall, Zealand Street, on SATURDAY, the 18th instant, at 8 for 8.30 p.m. When a Short Address will be given by Wm. Bro. H. W. WOLFE, on the Principle of the Lodge. Visiting Brethren M.M. are cordially invited to attend.

Hongkong, 16th November, 1899. [14324]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
THE Company's Steamship

"HAINUN,"
Captain Hudgins, will be despatched for the above Port, TO-MORROW, the 17th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LARRAK & Co.,
General Managers,
Hongkong, 16th November, 1899. [14314]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ST. JEROME,"
will be despatched for the above port on or about the 19th instant and will be followed by
"S.S. 'AFGHANISTAN.'"
For Freight, apply to
DODWELL & CO., LIMITED,
Agents,
Hongkong, 16th November, 1899. [14315]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"IDOMENEUS,"
Captain Riley, will be despatched as above on TUESDAY, the 12th December.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 16th November, 1899. [14334]

Intimation.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1847.

SCOTCH WHISKY.

- A.—THORNE'S BLEND, White Capsule \$10.50
- B.—WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark 10.50
- C.—WATSON'S ABERCROMBIE GLENLIVET, Red Capsule, with Name and Trade Mark 12.00
- D.—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule 14.40
- E.—WATSON'S VERY OLD L. QUEUR SCOTCH WHISKY, Gold Capsule 15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Scotch Whiskies, of greater age than most brands in the market.

ABERCROMBIE GLENLIVET is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price. It is well known for its fine flavor.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertising, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor. Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.

MARRIAGE.

On the 7th November, at Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., GEORGE CAULTON, of Nottingham, England, to ANNIE FRANCES, daughter of Joseph Morgan, I. M. Customs, Shanghai.

DEATH.

At the Shanghai General Hospital, on the 7th November, THOMAS WILLIAM WRIGHT, aged 48 years.

The Hongkong Telegraph

HONGKONG, THURSDAY, NOVEMBER 16, 1899.

Although there is but little prospect at the present moment of any of the European Powers coming forward as champions of the Boer cause and so plunging England into a European war, yet Lord Salisbury's speech at the Mansion House cannot but be interpreted as a direct warning to our continental neighbours that we are prepared to resist to the utmost our interference with our South African plans. We do not for a moment suppose that any Power desires to rush to President Kruger's aid, but still one or other of the more hot-headed ones might have evinced a desire to do so and Lord Salisbury's warning words may, for all we know to the contrary, have been evoked by the statement of the *Times* to the effect that letters of marque had been issued by President Kruger both on the Continent and in America. The mere fact of a privateer being allowed to escape from any foreign port would point strongly to the fact that the authorities of the place from which she hailed had winked at her fitting out, and perchance Lord Salisbury wished to warn the Powers that it would be as well to keep their eyes open in order to prevent another *Alabama* claim becoming a necessity.

But although the Powers are likely to remain neutral so far as the Boers are concerned there are other ways in which they can thwart Great Britain, and at the same time further their own ends. We all know that at the present time the expansion fever is epidemic throughout the whole of the civilized world. Those Powers who have advanced with sufficient rapidity along the path of progress to either maintain their position as Powers of the first class, or who have, by awakening to the necessity of progress, gained a place of importance for themselves in the scale of nations, see, only too plainly, that the time has come for the disruption of empire and the absorption by other and more powerful states of those which fall behind in the great race for supremacy, or lack the necessary stamina to maintain an existence in the great struggle of the survival of the fittest. This may well come to pass that certain Powers may seek to gain advantages for themselves while they imagine that Great Britain's whole attention must be absorbed in the war which she now has on hand in South Africa. Indeed, there are already signs that such is the case.

Russia we know has ever dreamed of a Russian Asia, of gradually pushing forward until she has ousted all other Powers and established an Empire stretching from the Baltic to the Pacific and from the Indian to the Arctic Ocean. Ever on the alert, she pushes her influence forward by degrees, a bit here, and a bit there always advancing slowly, often almost imperceptibly, but nevertheless surely. Now and again she comes forward too rapidly and attracts attention but is always ready to apologise and to express to the objector the assurances of the benevolence of her intentions, but there the matter ends. Once she moves forward she never retreats.

Russia, we are told, has now evinced an inclination to push forward into Persia, as was only to be expected, and the *Times* Correspondent at St. Petersburg now informs us that the preparations are completed for a Russian advance on Herat at any moment. Of course Russia has a reason, she always has for all her acts, but we do not think that her apprehension of disturbances in the event of the Amer's death will be accepted by the average Englishman as the true one. It would be far nearer the truth, we believe, if less diplomatically, were Russia to openly state that she is only awaiting the further weakening of our Indian army, by the despatch of another contingent for South Africa, to move forward and seize Afghanistan, if, indeed, she is not contemplating such an advance at once without awaiting the above contingency.

In the Far East we know that Russia is striving to gain a foothold in Korea and that in this she is being strenuously opposed by Japan. Japan evidently sees plainly that she will have to come to blows sooner or later, and Japanese papers have expressed regret at the fact that Great Britain, whom they regard as the policeman of the Far East, should at the present time be engaged with the South African campaign, as they fear that Russia may take advantage of this to carry out her wishes, and that Japan will be deprived of British aid in opposing her advance. It is asserted by some, and probably with more than the proverbial grain of truth, that a secret understanding or agreement exists between Great Britain and Japan to the effect that in the event of the latter being engaged in a war with Russia the aid of the British fleet will be forthcoming. The present activity in naval circles here lends colour to this supposition, for the Naval Yard is more busy than is compatible with the assertion that the activity is simply occasioned by the anticipated arrival of the fleet. It is rumored that the destinations of certain vessels have been changed and that the fleet is to be prepared for a cruise.

Considering that the summer cruise is usually the only one undertaken by the fleet during the year this looks as though some demonstration was being prepared for. At all events, we shall do well to keep a close eye upon Russia during the next few months and we shall not be surprised to have another Russian war scare suddenly burst upon us.

REUTER'S TELEGRAMS.

THE WAR.

Ladysmith.

LONDON, November 14th.

All was well at Ladysmith up to the 9th.

The Re-inforcements.

14,038 re-inforcements have now arrived in South Africa.

Kimberley.

News from Kimberley dated 8th inst. says that the enemy is shelling the town but their fire is ineffective as most of the shells do not explode.

The Fifth Division.

Sir Charles Warren will command the fifth division in South Africa.

The Admiralty have chartered the fast Atlantic liner *Majestic* to convey troops to the Cape.

The German Emperor's Visit to England.

The German Ambassador has informed the Mayor of Portsmouth that the Emperor William will not be able to receive an address as his visit is a private one. The Emperor has also declined to lunch at the Mansion House.

Russia in Asia.

The *Times* Correspondent at St. Petersburg says that the fullest preparations are completed for a Russian advance on Herat at any moment, the alleged reason being apprehension of disturbances in the event of the Amer's death.

WEATHER REPORT.

The Observatory report says:—

On the 16th at 11.55 a.m. the barometer has risen in the Philippines, and is little changed on the China coast. The high pressure area is central over Mid China, and the depression is probably recurring near Balingtang Channel. Gradients remain steep, with heavy weather in the Formosa Channel and N.E. part of the China Sea. FORECAST:—Fresh N. winds; fair.

LOCAL AND GENERAL.

AUGUST ANDERSON, for being drunk and incapable went to prison for four days.

SAMUEL CURRIE, stoker of the H.M.S. *Centurion*, for being drunk and disorderly had to forfeit \$5.

MOISEGNEUR Chapelle, Archbishop of New Orleans, has been appointed Apostolic Delegate to the Philippines, as well as to Cuba and Puerto Rico.

We learn that Captain Burdon, son of Bishop Burdon, who enlisted five years ago with the object of obtaining his commission, has just received the brevet rank of Major for his services during the Niger campaign. We congratulate Major Burdon upon his well-earned promotion.

A NUMBER of stolen Martinis and Sniders in the possession of the Targit tribe, Gilgit, are now finding their way into the hands of the natives of Swat by purchase. With a view to keeping them out of harm's way an experiment is being tried by the British authorities of permitting selected levies to buy them for their own use, and to be used in the service of the Government.

The *Osaka Mainichi* states that the United States formerly had no parcels post-exchange service with any other country. Now that a service has been opened between the United States and Germany, however, the Japanese Government has applied to the Washington Government asking for the opening of a service between the United States and Hawaii and Japan. The American Government has acceded to the request, and a Convention has been signed accordingly. The service will shortly be inaugurated.

AN East Anglian paper tells the following pathetic story of Lord Clanwilliam:—"Forty years ago, in the war with China, he was wounded in the arm. The surgeons of that day could suggest no other remedy than amputation, but Lord Clanwilliam preferred to face the risks of death to being deprived of his arm, and so the arm was not operated on. For the whole period of forty years he has been in daily pain, sometimes in torture. Lord Clanwilliam's arm has lately been submitted to the Röntgen rays, and it has at last been discovered what is the cause of all this pain. Embedded in the arm have been seen several jagged pieces of iron such as the Chinese use in their primordial ordnance.

ACCORDING to a Montreal correspondent, Sir William Van Horne now publicly admits, what has long been an open secret, that the Canadian Pacific Railway aspires to control the route from Euston-square to Yokohama, Hongkong and Australia, over which it could sell tickets with a guarantee of through connections. For this the Canadian Pacific required an Inter-Colonial road, for the lease of which it is prepared to guarantee that Canada shall be at no further cost and that rates shall never be higher, and he is willing that Canada should retain control upon questions of public policy. The scheme includes a steamer service surpassing anything upon the Atlantic, which would run to Canadian ports, and be calculated to attract passengers as the finest route. Besides passenger boats to Quebec and Halifax, freighters to Montreal are contemplated. These would be on a scale inferior to none. All the details of the scheme are to be worked out in ways calculated to advertise the Canadian enterprise in the most pointed manner. There would, for example, be uniformity in the designs of tickets, cars, and uniforms throughout the route. Sir William Van Horne says that this scheme will be the climax of his ambition.

CHARLES HOLLOWAY, Bombardier, was charged before Mr. Gompertz this morning with assaulting a Chinese woman and her child and was fined \$10.

A CRICKET MATCH was played to-day on the Club Ground between the Royal Welsh Fusiliers and H.M.S. *Endymion*. In their first innings the military team scored 166 to their opponents 142.

SIR Claude MacDonald, K.C.B., left this morning for Peking by the German mail steamer *König Albert*. During his short stay he has been the guest of His Excellency the Governor, at Government House.

THE exact number of deaths resulting from the explosion in the Taktri Mines near Shabrig on the Hunan Railway in India on the 12th inst., is officially given as 47. Not one of the men engaged in the deep working escaped.

COMMANDER Henderson, R.N., of the Naval Yard was a passenger for home by the P&O steamer *Shanghai* to-day. Commander Henderson has rendered himself very popular during his stay in the Colony and we feel sure that his many friends will join with us in wishing him *bon voyage*.

A MASTER of a College at Cambridge, having just recovered from a severe illness, was conversing with his trusted servant. "Yes, John, I was nearly gone, very nearly." "Lucky you wasn't quite dead," replied John, "for it's my belief if you had, the whole college would have gone there too." "There" is now in the college as well known a *locus classicus* as the older *descensus Avernæ*.

YESTERDAY afternoon the annual session of the Licensing Bench was held. Mr. H. J. Gompertz was in the chair. All licences previously held were renewed with the exception of the Stag Hotel, the renewal of which was opposed by the police.

One new licence was granted to Bernard Jours for the Eastern Hotel, but the Bench refused to sanction the issue of a licence to Peter Hayes for "Happy Retreat." An application for the licensing of "Connaught" House, better known as the Windsor Hotel, was also refused.

IN obedience to instructions received from the Provincial Treasurer at Soochow, says the *N. C. D. News* of 8th instant, Mr. Wang, who has been acting as Shanghai Magistrate for the past twelve months, will hand over his seals of office this morning to his successor Mr. Lan, who as already noted in these columns, is a Mohammedan. In view of the manner in which Mr. Wang performed his duties during his term of office here, his superiors here and in Soochow intend to send him back for another term in Shanghai, either as acting magistrate for another year or as a substantive officer for three years.

A NANKING dispatch gives some startling news of the recent dispersion of two battalions of modern armed troops belonging to the Nanking Administration, who had been sent with two others under the command of a Tsoai, named Lin Chao-wang to Kiangsi to assist the Governor there in putting down the rioting against the R. C. Missionaries in Kuangning and Kanchow prefectures. The men belonging to the two battalions in question were evidently *Kohai Hui* secret society men, and took their arms, ammunition and baggage away with them into the hills. Further particulars are being anxiously awaited by the Nanking Viceroy.—*N. C. D. News*.

THE Central Government having, according to a Peking official wire, received information that the Italian squadron in China intends, in view of reinforcements that are arriving, to make a descent on the Chékking coast, has sent urgent instructions to Baron Li Kuang-chin, formerly Taoist of Shanghai and now Provincial Judge of Chékking and Generalissimo of the forces of that province, to concentrate all his men at Ningpo and Tchowfong and to make the former city his headquarters so as to be in a central position, in case of eventualities. It is also stated in mandarin circles at Shanghai that accurate information has been received of the intended movements of the Italian squadron and that the Central Government is preparing for all contingencies.

ACCORDING to the *N. C. D. News*, a New-chang dispatch states that, since his arrival in Lower Manchuria as High Commissioner of Investigation, Li Ping-heng, ex-Governor of Shantung, has become a very terror to dishonest Mandarins there, both civil and military, and that, while the people are rejoicing at their release from bondage and extortion, the Mandarinate are simply panic-stricken. One of the first acts of the High Commissioner upon arrival at Moukden, was to summarily execute a Lieutenant-Colonel named Lei, who held the post of Quartermaster-General of the foreign-drilled troops in Moukden, and whom he had found guilty of pocketing large sums of money due to the troops. His second act was to cast into prison both the Manchou General in charge, named Shou, and his second in command, named Kuei, whom he has recommended to the Throne to be cashiered and banished for being concerned in the conspiracy to defraud the troops of their pay. It seems that Li Ping-heng, who, although a Conservative of Confucianism, has always been exceptionally clean-handed and honest, went about Moukden disguised in ordinary clothes for a whole week before he made his public official entry into the city, and in this way obtained every information he wished to get, by mixing with the common soldiers and people of the city. The head of the dejected Quartermaster-General is now hanging over the Western barrier gate with a proclamation stuck near by, recounting the aims perfectly compatible, on the one hand, with the hearty and loyal submission which they owed to the Supreme Ruler, Government, and, on the other hand, with the consciousness that unless the stream of German immigration was soon renewed the German element in this colony was bound to be absorbed in the overwhelming flood of kindred Anglo-

LAST NIGHT'S VARIETY SHOW.

(COMMUNICATED.)

A variety entertainment was given at the City Hall last night. There was a fair attendance of the Stalls and Pitt being well filled, and there was a fair sprinkling in the "Circle." Some of the tunes deserved and received hearty applause, though it was to be regretted that the audience was deprived of the pleasure of hearing one or two who had promised to sing but were unable to attend. Mr. Lammer and Mr. Crisp were last evening unavoidably prevented from taking part, and Mr. R. H. Tuckwell was at the last moment asked to fill one of the vacancies with a comic, which he finally consented to do, and amused his listeners by rendering in good style "Couldn't help it had to," with "Bunk a doodle I do" as an encore.

The following is the programme:—
Hand Selection..... Hongkong Regiment Band.
Song..... Corp. James, R.E. "The Admiral's Song."
Song..... Mr. R. J. Bentley "Just one Girl."
Song..... Corp. James, R.E. "Father's Flyin'."
Comic Song..... Corp. Ward, R.A.M.C. "Just for Curious."
Song..... Mr. A. M. Gale "Love's Proving."
Song and Dance..... Mr. J. McCann "Selected."
Sleigh of Hand..... Mr. Harry Franklin "Selected."
Comic Song..... Mr. Tuckwell "Couldn't help it had to."

(SHORT INTERVAL.)
Hand Selection..... Hongkong Regiment Band.
Song..... Corp. Welch, R.E. "Where the West wind is blowing the flowers."
Comic Song..... (Arrest, Sgt. Vickers, "Running up and down the stairs.")
Song..... Mr. Terrell "On the prairie me."
Song..... Mr. H. Osberry "Selected."
Song..... Corp. Everleigh, R.E. "Carissima."
Stump Speech..... Mr. Yarwood "Events of the day."
Comic Song..... Mr. Penno "A little bit of the top."
Accompanists:—Mr. A. G. Ward, Sgt. Meapham, R.A., and Mr. Long, R.E.

A Laughable Farce,
"THE HANDY MAN,"
By the Royal Engineers' Varieties Club.

Lieut. Galsworthy..... Sgt. Thoburn, R.E.
Sung Wilfred..... Sgt. Ward, R.A.M.C.
Dr. Hookall..... Sgt. Ward, R.A.M.C.
Lawyer Giffney..... Corp. Meesch, R.E.
"Bittans"..... Sgt. Thoburn, R.E.
Miss Marie May..... Sgt. Thoburn, R.E.
Nora..... Sgt. Thoburn, R.E.
Scene 1. On the roof of the Admiralty.
Scene 2. In a room in Dr. Hookall's House.

FOOTBALL.

HONGKONG FOOTBALL CLUBS "A" TEAM.

H.M.S. "ENDYMION."

The above match, played at Happy Valley yesterday afternoon under Association Rules, despite confident prognostications to the contrary by those usually competent to judge in such matters and who, one and all, appeared to consider the naval team's chances very slender indeed, ended, in a draw—each side securing one goal. There was a light breeze from the north and the ground was somewhat slippery through the recent rains, this latter militated somewhat against the blue-jacket members of the *Endymion* team who played in ordinary service shoes. The following were the teams:—

H. F. C.
Goal.
T. J. Wild.
Backs.
T. W. Hornby, H. Pinckney.
Half Backs.
C. N. Hay, S. L. Jenkins, A. Beattie.
Forwards.
H. S. Holmes, J. E. Lee, A. F. Williamson, P. A. Cox, E. J. Libeaud.
H.M.S. "ENDYMION."
Goal.
Rev. H. Leesham.
Backs.
R. W. Bailey, Wright.
Half Backs.
Lt. Moore, Kinch, Lt. Chambers.
Forwards.
N. M'Pherson, W. Fraser, M. Franklin, E. C. Robinson, R. C. Vanning.

The Club kicked off and for the first five minutes play was of a give and take order. Then the Navy, by dint of a good run down the left of the field got the ball behind. For some time play was somewhat of the rough-and-tumble class no very great amount of science being displayed on either side. Thence on until shortly before half time it was anybody's game, each side alternately pressing its opponents and being driven back by them and some erratic shooting on both sides took place. The left wing of the Naval team got a couple of good runs-up but failed to score, when, shortly before the call of half-time, Leesham, who had been playing a capital game throughout, managed to shoot the sphere through.

The second half of the game was almost a repetition of the first, although during the first few minutes Holmes, who had been playing pluckily throughout, managed to score. Then the navy, who were "going strong," commenced to press the Club pretty hard, but thanks to the efforts of Pinckney and others their efforts failed to materialise up to the call of time, when it was becoming almost impossible to see the ball.

DR. EITEL IN AUSTRALIA.

THE FOUNDATION STONE OF HIS CHURCH LAID.

An interesting ceremony was performed on Saturday afternoon, says the *South Australian Register* of 16th ultimo, when the Chief Justice, the Right Honourable Sir Samuel Way, Bart., laid the foundation stone of the new Evangelical Lutheran Church in Winkfield-street, Adelaide, which has been dedicated to St. Stephen the Martyr. The occasion was a historic one and there was a large attendance of elders, members and friends of the church, the scene being gay with flags.

The Chief Justice, who was accompanied by Lady Way, arrived at three o'clock, and after a service in Central Church, he proceeded jointly by Dr. Eitel and Pastor Kaestner, of Tanunda, the stone was laid in the usual manner.

Dr. E. J. Eitel, Evangelical Lutheran pastor of St. Stephen's Church, said he could not address those present without giving expression to the deep feeling of the obligation under which the congregation and himself had been placed by the generous sympathy of all classes of the Adelaide public, evidenced by that gathering, and especially by the large-hearted kindness of that typical representative of the Right Hon. Sir Samuel Way, their honoured and beloved Chief Justice, who had often than any man in Australia filled the high post of Lieutenant-Governor, and had generously consented to lay the foundation stone of that German Church. The aims of that Church were to administer to their German fellow-colonists the blessings of the Gospel and the Holy Sacraments on the basis of the Word of God, and in conformity with the established Lutheran faith, and for that purpose to cultivate the use of the German language and the love of their German Fatherland. They considered these aims perfectly compatible, on the one hand, with the hearty and loyal submission which they owed to the Supreme Ruler, Government, and, on the other hand, with the consciousness that unless the stream of German immigration was soon renewed the German element in this colony was bound to be absorbed in the overwhelming flood of kindred Anglo-

Saxon life. They bowed to the inevitable. But meanwhile those who were born German, and who were under the shadow of the generous British flag, in their love and duty to God, Kaiser and Fatherland, and they believed they had therein the sympathy of every enlightened Englishman. The finances of their Church were such that they were glad to accept the generous donations of their English as well as their German friends.

After thanking Dr. Eitel, the elders, members and friends of the church for the honour done him, the Chief Justice said:—"The great services of Dr. Eitel in the cause of education are a part of the history of the British colony of Hongkong, and his learning has been acknowledged within the walls of the British Parliament itself. (Hear, hear.) I do not wonder that St. Stephen's Church in Pirie Street has been found too small to accommodate the congregation who are desirous of coming under Dr. Eitel's faithful, learned and earnest ministry. These proceedings connect themselves with an event in South Australian settlement; nay, I should rather say in the colonization of this continent, which more than any other touches the heroic and sublime. (Hear, hear.) The Chief Justice related the history of the arrival of the *Prince George* in Port Adelaide, in 1838, with 200 Germans on board whom he compared to the Pilgrim Fathers of the Mayflower.

Continuing, he said:—"It is something that we Englishmen, two years before had established upon principles of civil and religious liberty a colony in which these exiles could find an asylum. We welcomed them to a free citizenship. If the Boers had acted on the same principles towards the Uitlanders—English, German and other nationalities who have built up the Transvaal we should not be mourning a war in South Africa to-day. But I wish to go a step further as to my own nationality. These pioneers came here by the help of a British merchant, and they could not have come without that help. He spent thousands and thousands of pounds in bringing out shiploads after shiploads of those religious refugees, and in estimating the quality of that act we must remember that this money was advanced when this liberal benefactor was in straitened circumstances in consequence of his capital being locked up in this new colony. When I was in England, in 1891 I saw in the gardens at Marlborough House the foremost man in Europe and the greatest and best woman in the wide world walking together. The Queen of England was accepting the support of the strong arm of the German Emperor. That I thought personifies what ought to be the relations between the German and the English Empires. (Applause.) That, I say, does symbolize the relations of Germans and English in South Australia. (Applause.) We are not simply one race, we are one family. Those of us who come from the three Kingdoms, and Principally surrounded by the four seas are not more loyal to Her Majesty the Queen than are the patriotic German colonists of South Australia. (Applause.) I agree with Dr. Eitel that you Germans should cherish a love of your great Fatherland, and that you should make its history and its traditions a part of our common inheritance in this great Australia of ours. Our intellectual life will be all the richer if we possess ourselves of the treasures of German literature. The German language is the key to the latest discoveries of modern science. We recognise that in the University of Adelaide, and are doing all we can to encourage the study of the German language, and to aid our efforts Dr. Eitel has kindly consented to give lectures to our students on the subject of German literature. I may venture to assure you that every right-feeling South Australian, whether of English, Irish, Scotch or German birth, wishes the Church peace and prosperity; and fervently joins in the prayer that it may have God's blessing. (Applause.)

IMPERIAL DECREE.

5th November.

THE DISPOSITION OF THE MONIES COLLECTED BY KANG YI.

Kuangtung being a province, excellent both in size and natural wealth, other provinces in this Empire, I, the Emperor Dowager specially deputized the Assistant Grand Secretary, Kang Yi, to proceed to that province to devise further ways and means of increasing the revenue of the Government. I have now received a special report from the said Kang Yi, given with reference to the reorganisation work in the Linlin, Ordinary Customs and Salt Tax departments, together with a general clearing-out of superfluous official and insecure posts, which have acted like an incubus during many years in that part of the Empire. Through these means and with the assistance of the high provincial authorities, Kang Yi reports that he has succeeded in increasing the annual revenue to the Imperial Exchequer by over 12,000,000, which has been all the more commendable in that the burdens of the provinces have not been increased, save a jot or tittle. As I intend all extra revenues to be devoted to a special purpose I hereby command that, beginning with the present 10th month (November), all such monies arriving at Peking shall be carefully deposited in the treasury of the Board of Revenue to await further instructions from me. I cannot refrain in this connection from holding up Kang Yi's work as an example to the Vice-roy and Governors of the empire and exhorting them to exercise economy and vigilance in the disbursements of the public monies, so that the balances sent to the Imperial Exchequer may increase year by year for the defence of the country.—*A. C. D. News*.

PEKING.

November 2nd.

A SECRET CONCLAVE.

Yuan Shih-kai, the chief betrayer of the Emperor and the right-hand man of Jung Lu, arrived here on telegraphic summons of his patron on the 29th ultimo from his cantonments at Hsiachuan, near Tientsin. As soon as he arrived in the Capital he was once more into the Palace, and was the admitted inmate of a secret conclave with the Empress Dowager and Jung Lu, who were apparently waiting for him and had timed his arrival to the hour. Nearly three hours were occupied by the interview, and eventually Jung Lu and Yuan were seen to leave the Palace and to proceed straight to the former's house, inside the Anting-gate, where Yuan is still residing at the time of the dispatch of this letter. Yuan and his patron appear to have been very busy during the time they have been together making their arrangements for the cantonments of the Army and the Southern Hunan, and it is said that they have been at all hours by the Empress Dowager. It is significant, however, to note that at none of these conferences, was the Emperor admitted to Council. His Majesty is still under rigid surveillance and regarded in contemptuous silence by the least and smallest council in the Palace.

MYSTERIOUS ORDERS.

This morning, however, a new complexion on the situation seems to have suddenly been put on by the dispatch of mounted soldiers to various Generals of Army Corps belonging to the Grand Army, bearing copies of an edict of the Empress Dowager, commanding each of these Generals to immediately send back to the Palace a certain number of their troops.

Sze-ch'eng, Tung-Fu-shang, and Yuan Shih-kai to select for dispatch at once on the 15th inst. whenever called upon, 3,000 picked men from each Corps, and that these troops are to start for their destination at any hour, the moment the orders arrive, be it midnight or daybreak. A portion of these troops will be held off to guard the Railway terminus, but the majority of the 12,000 men so selected will be stationed in the vicinity of the "Forbidden City" and Eho Park, which is about four miles from the West-gate of the capital. As Yuan Shih-kai's headquarters are at Hsiao-chan, 15 miles to the south-west of Tientsin, arrangements are being made to have railway trucks ready at all hours at the latter place, to transport his brigade to Peking, and to these most likely will be given the task to guard the terminus at Machiapu, outside the Yang-tung-gate.

JAPANESE INFLUENCE.
In Court and mandarin circles here is getting stronger and stronger every day the feeling which should by all rights belong to Great Britain. Indeed a great many high officials of Chinese descent who have seen with their own eyes, in their native provinces, the power of the British navy and experienced the integrity and firmness of British Consuls and merchants as contrasted with those of other nationalities, feel in their inmost hearts that China's best supporter and friend is Great Britain, but these enlightened Ministers are too weak in influence to resist the bigoted conceit of the Manchus, the highest among whom have never been twenty-five miles outside Peking in their whole lives, and are as ignorant as infants. These Manchus judge only by what they see in the flesh; there is not a single person of foresight among them who could turn to account the books written of foreign countries which they have read, except, perhaps, it is the Empress Dowager herself. Yet she is said to be not a Manchus—merely a Manchus by adoption. But to return to the Japanese, it seems plain enough to every one here that the Empress Dowager is most anxious to win to her side the support of the Japanese as counterforce to the Russians. Prince Ching has the name of being her chief supporter in this but in reality it is

PRINCE TUAN.
the second son of the Emperor Hsien Feng's fifth brother, Prince Tan, better known to foreigners as the Fifth Prince, elder brother of Prince Kung who was called the Sixth Prince, and Prince Chun, Seventh Prince, the father of the present Emperor. This Prince Tuan is really the rising man at court. Several years ago when his father, the Fifth Prince, died he was only called the *Bellet's* 1st Ch'i, or Prince of the 3rd Order, but being a really energetic young man with a strong will, full of resources and always ready to accept a responsibility when older heads shrink away from it, he has won the heart of the Empress Dowager. Within two years of his father's demise Prince Tan, Ch'i was promoted over his elder brother's head; first made a Prince of the 2nd order, and a year after (1895) a Prince of the 1st Order—equal in rank to his older cousin Prince Ching. Outwardly,

PRINCE CHING.
has the name of commander-in-chief of the Peking Field Force, and of the different Tartar Banner Corps in the capital; but in reality the chief power lies in the hands of Prince Tuan. His youth and inexperience being appointed to the chief command of these Tartar regiments and so Prince Ching was named for the post by the Empress Dowager, but Prince Ching's well-known timid nature was not one under which the haughty Princes and nobles of the Manchus Banners were willing to serve, and they refused point-blank to receive such a leader. They clamoured for Prince Tuan as the "only man," they respected and would serve under; but finally the matter was compounded by making Prince Ching the figure-head and Prince Tuan the actual head. This Prince had long recognised the weakness of China and the importance of gaining a strong Power to support the Empire. Like all Manchus he, in his heart, distrusted the Russians, for although Manchus are ignorant in all conscience of outer world affairs they have had enough experience of the Russians, ever since the latter pressed southwards from Siberia into Manchuria, to know exactly how far to go with these hereditary foes. The war with Japan also opened Prince Tuan's eyes to the rising strength of the Island Empire, and one day, nearly two years ago, having read a copy of the prospectus of the Oriental Association, an organisation to bring about closer friendship between the only three independent countries of the Far East—China, Japan, and Korea—at once began in his characteristic manner to bring about more cordial relations between China and Japan. At this point the Chinese inordinance was still smarting somewhat from the defeat of 1894-5 and so Prince Tuan found it uphill work to attain his object. But before the *comp d'etat* he had persuaded the Emperor to think better of the Japanese, and using all the force of his character upon his timid chief, Prince Ching, also got the latter to join him in advocating before the Empress Dowager closer friendship with Japan. This is the real origin of the present *entente* between the two Empires, and judging from Prince Tuan's character he will surely obtain his wishes in spite of all opposition. There are now here a large number of

VISITING JAPANESE.
who are said to be on tour, but unlike other ordinary tourists or globe-trotters they are allowed the run of the whole capital. It is unnecessary to give in detail what these privileges are. I have an idea which is generally shared by people in Peking that

THE RUSSIANS.
are getting weaker in the light of this unexpected friendship between recent enemies, but so far they have made no hostile move nor given much more than a hint to the Tsungli-Yamen that "it will be better to keep the friendship of Russia alone instead of currying favour with a manifestly weaker Power like Japan, for even with England to help, Russia will still be able to protect China from the two countries." The Chinese are, however, forewarned and it is to be hoped forearmed also; and if what Peking has heard of Russian reverses in the Transvaal turns out true, it is anticipated that Russia, France, Germany, and Italy will soon make some clearer showing of the line they intend to take regarding the partition of this Empire, which all Chinese know perfectly well has only been prevented by the attitude of Great Britain and Japan. Our rulers are, however, determined to fight for the existence of the Empire and do not despair yet, with Japanese and British help, of preserving their independence. —N. C. D. News Cor.

AN ALLEGED DIPLOMATIC PROTEST.

Tokyo, Nov. 13d.
With regard to the alleged protest made by the British and German Ministers against the imposition of the House-tax, etc., in the old Settlements, it is stated on what appears to be good authority that the Foreign Minister is not in a mood to accede to the demand. There will, however, be a prolonged discussion on both sides. In the meantime the whole question is to be studied by the Foreign Office, and if the result of the investigation is at all favourable to the British and German position, the Foreign Office will most probably give way. —N. C. D. News Cor.

THE TOKYO STREET TRAMWAY.

A SCENE IN A WARD ASSEMBLY.

A Tokyo dispatch states that a scene occurred at the special meeting of the Shitaya Ward Assembly, Tokyo held on the 11th inst. to consider the Tokyo street tramway question. The Assembly was divided into two factions, one advocating a proposal to memorialise the Home Minister to dissolve the City Municipal Assembly, and the other a proposal to petition the Home Minister, the Governor and Mayor of Tokyo, urging them to make the street tramway a municipal affair. At the meeting on Sunday the majority of the members supported the latter view, which was carried, and the meeting was about to rise, when Mr. Aoki Kinshichi, a member, made a speech strongly attacking Mr. Takahashi Shonosuke. Mr. Arai Mino then alleged that some of the statements in the speech of Mr. Takahashi, in reply to Mr. Aoki, were insulting, and, rising from his seat, attempted to strike Mr. Takahashi. This brought all the members to their feet, and amidst cries of "Beat him!" "Push him down!" a struggle ensued between Mr. Arai and Mr. Takahashi. A number of other members joined in the mêlée. The Chairman thereupon declared the meeting adjourned, and accompanied Mr. Arai to another room, where he remonstrated with him. Mr. Takahashi in the meantime sent for the police, and was giving information against his assailants, when the Chairman returned to the Chamber, and having censured the police officials for entering without his consent, ordered them out. The sitting was then resumed and was formally closed. Mr. Takahashi's party appointed a Committee of six members to arrange the matter, and the affair was afterwards amicably settled. —A. Chronicle.

THE SPIRIT OF THE EAST.

I can see the Eastern Spirit rising up in clouds before me;
I can smell the heavy scent of sleeping flowers.
And the bamboo canes are swaying and my longing soul is saying,
Oh my heart, rise up and come, for life is ours.
I can see the Eastern Spirit stretching out her hands towards me
And mine reach out to greet her through the night.
The loud cicadas humming, are trumpeting I'm coming,
I am coming with the hour that brings the light.
I can see the Eastern Spirit slowly moving nearer to me,
And the beauty of her land is in her face;
Oh waves that roll between us, oh heavy mists that screen us,
You cannot hide the wonder of her grace.
I can hear the Eastern Spirit softly calling, calling to me,
And the fireflies form a halo round her head;
The shadows long are sleeping, and her tender feet are creeping,
O'er the pathway that the Forest-flame had shed.
I can see the Eastern Spirit as I swiftly move towards her,
My hands can touch her robe of fading grey;
But the cold, new day is dawning, my glad night-vision's scoring,
And with the morn my dreams will pass away.

GOLDEN-ROD, in S. F. Press.

IN SIAMESE MALAYA.

THE CAMBRIDGE EXPEDITION.

The scientists sent out by Cambridge University, under the leadership of Mr. Walter W. Skeat, to explore Siamese Malaya, have been successful in their work, and it is now certain that the expedition will have important scientific results. The *Bangkok Times* gives particulars of the researches conducted. In Singapore, the authorities grew suspicious when the explorers began photographing certain graves in trees, the corpses being suspended in cigar-shaped wrappers. But their distrust gradually disappeared on finding that no attempt was made to disturb the bones or carry the graves away. The explorers have now a number of these tree-graves, and have collected statistics about them. They found also strange graves of other kinds, and a peculiar form of burial carried out by an extraordinary tribe, apparently of Indian origin, who bury their dead in a sitting posture—a fact of great importance ethnologically.

ZOOLOGICAL FINDS.

They have got several zoological prizes, among them being a queer beast called Ichthyophis, a primitive scaled amphibian which exactly resembles a snake and which lives in holes in the ground where it curls itself round its eggs. Besides they have three of the fresh water skates from the lake at Singora, about 45 to 50 different species of fish, and quite big collections of mammals, reptiles, and plants. There is, too, a large menagerie of wild beasts which included three young civet cats, an otter, fish-hawks, several small birds, and a couple of leopard cats, picked out of their nest. There was also discovered a quarry containing fossils, the first such quarry ever heard of in the Malay Peninsula, and the party succeeded in getting about 80 specimens to send home from Singora.

THE SAKIES.

In a letter written from Kota Bharu Kelantan, and dated the 2nd inst., Mr. Skeat says: "We have really at last got hold of some ten or eleven members of the wild tribes, and we have measured them with interesting results so far. One of them was a notorious Wete-Tiger, the Malays informed us, and he and his one companion were as wild as any one could wish in fact they had to be guarded continually to keep them from bolting into the jungle. Some of the others were tame, but we took their measurements as well, since they would be quite as valuable as those of the wild ones. I was also fortunate enough to get some very interesting traditions; and a very extensive vocabulary mostly out of the Man-Tiger, who fortunately displayed no inclination to try his teeth upon us during the interview."

ASCENT OF GUNONG TAHAN.

Mr. Skeat then reconnoitred Gunong Tahan, the highest Pahang mountain. He says: "I took no guide, as I could get no Sakies, and preferred to trust to myself rather than to the Malays. But I had six men, besides myself, and the trip turned out quite differently from what I had expected. I had intended merely to go up a few high crags and to locate Gunong Tahan. But instead of that I found myself going up the mountain itself, and I reached in fact a spot within some 50 yards or so of its highest summit. Further progress was barred by a low cliff which could be best described as resembling a gigantic fault in the strata, and which could neither be climbed nor circumvented. By the time we got down we had run short of rice, and as the day was half-spent, in fact the last day of two we lived on wild jungle fruits. Our matches also gave out, and we had to sleep in

wet clothes after wearing wet clothes all day. One of my men was bitten by a snake; two others were bitten by a tiger another had severe malaria and cardiac pains, and I got my feet so poisoned with the swamp water that they became much swollen and painful, so that I could not keep on my boots. Eventually, a day after my return to Kuala Aring, I developed 'wet beriberi,' which I had always been told no European could get. Fortunately, I was able to sweat it out with poultices and am now all right.

THE FUTURE.
The party got to Tringau shortly, and thence, later, to Kedah. Mr. Anandale, as well as Mr. Vaughan, have now left the party, and Messrs. Yapp and Laidlaw are collecting with great energy and success.

BOMBAY COAL TRADE.

In 1894-95 the United Kingdom sent to Bombay over 600,000 tons of coal. The imports steadily fell to about 150,000 tons in 1897-98, and last year they rose only to a little over 200,000 tons. Meanwhile the imports from Calcutta, which stood at a little over 50,000 tons in 1894-95, rose in 1898-99 to 367,000 tons. And this does not tell all that has to be told as to the growth of the trade in country coal, for dear freights by sea from Bengal gave Singapore coal, brought by rail, a favourable opportunity, and receipts of this article were much heavier than they had been before.

IS SUZERAINTY THE CRUX OF THE QUESTION?

The London correspondent of the *Bombay Gazette*, writing on the 6th ultimo, says: "The idea that the Boers and their Dutch sympathisers dream (and do something more than dream) of an Afrikaner State extending from the Cape to the Zambesi is steadily growing in this country. General Joubert, in his talks with Mr. Burtchell, appears to have made a very significant remark. The general said he has long foreseen that the triumph of the Afrikaner bond in Cape Colony would precipitate this war, and recently he wrote to a certain member of Parliament that war was certain. According, however to the *Daily Chronicle's* correspondent Joubert believes in a South African confederation 'under English protection.' Mr. Robinson, the gentleman quoted above, probably knows Kruger's mind better than any man living, certainly better than any other Uitlander. 'The real point at issue,' he says, 'is the suzerainty. President Kruger is taking his stand on the position that his is a Sovereign Independent State. He is not prepared to admit that he is a vassal of England, or that he is not to include the admission that there is no suzerainty. If he had wanted peace he would have accepted Mr. Chamberlain's last proposal, for more moderate terms could not have been wished. I cannot understand why people in England have become so confused over the point at stake. Kruger would willingly grant the five years' franchise, on his own conditions, if England agreed as a *quid pro quo* never to interfere in Transvaal affairs again. Nothing else will satisfy him.' Mr. Robinson has argued this matter out with Kruger time after time. He says, 'pointed out to him that he is inviting the destruction of his State, for that England must sooner or later interfere. At times I have thought I persuaded him, but only to find that the Hollanders and others continually with him had over-persuaded him.' Even Mr. Chamberlain's greatest enemies, though they blame him uphill and downhill for what they style the blundering of his New Diplomacy, cynically admit that he showed cleverness in drawing on (as they call it) the President to raise the suzerainty question. The controversy as to whether the preamble of the earlier convention is alive, although the rest of the stipulations may be dead, still rages though it attracts less attention than it did before the public seized hold of the idea that what we are doing now is fighting for supremacy in South Africa. A foreign gentleman, of my acquaintance, who has access to special sources of information and who, like I suppose every foreigner under the sun, hates Mr. Chamberlain with the hatred of say Mr. Labouchere, met me in the street the other day and asked me if I had heard 'what Chamberlain had been saying.' And then he proceeded to tell me what it was: 'The Secretary of State for the Colonies is supposed to have said that he did not care a fig for the grievances of the Uitlanders. All he was concerned about was the establishment of British supremacy. He replied that British supremacy was already established, and that what Mr. Chamberlain must have said, assuming he made any such remark, was the 'maintenance' of British supremacy."

DETERIORATION OF THE MADRAS HARBOUR.

In the north-western portion of the Madras Harbour the accumulation of coal lost overboard in course of discharge has undoubtedly shallowed the water there, and in the southwest corner, where sand blowing over and finding its way through the south arm is still gradually encroaching on the sea bottom. The depth at the entrance is practically unchanged, but the shoalening of the harbour to the south still continues. Great hopes are entertained from the working of the converted dredger Wenlock.

THE FAILURE OF THE NILE.

The Nile in the Sudan spreads into numberless channels bordered by miles of marsh land, and the pestilential evaporation from this wide area of sluggish stream and stagnant marsh intercepts the water that would have fertilised Egypt. It is possible, Mr. Wilcocks contends, to block the subsidiary channels of the river, and later on to line the banks of the main stream with willows. The river would then be forced to scour out its own bed and to clear away the silt which now makes navigation impossible. This is exactly the same scheme which was sketched out by Sir W. Garstin in his recent report on the Sudan. If it can be accomplished, it will not only improve the climate of the Sudan and the navigation of the Nile, but it will render Egypt far more secure against the danger of a low Nile.

EXCITING RAILWAY JOURNEY.

An exciting incident occurred to a passenger train from Darjeeling to Calcutta on the 19th ultimo, says *Indian Engineering*, about three miles from Siliguri. The train suddenly stopped, and passengers beheld the engine literally enveloped in flames. The oil which supplies the engine lamp had leaked, and the oil, running all over the engine, at once ignited. Somebody declared that the boiler would explode, whereupon all the passengers alighted and went to the rear of the train for safety. In a few minutes the bell rang, and the passengers were asked to take their seats, but no sooner had they done so than the flames broke out once more. After two hours' delay the train started. On arriving at Siliguri, one of the carriages took fire, the flames being blown through the roof, but was ultimately extinguished.

A FAILURE OF SELF-GOVERNMENT IN BURMA.

The Moulmein paper writes: "Moulmein is one of the prettiest places in Burma, yet it is filthy; it is one of the healthiest spots in the country, and yet its cholera mortality is the highest. Its rainfall is the greatest, and extends over a period of six months, and yet, two months before the commencement of the rains, its inhabitants are pining for water, and dying of cholera through drinking bad water. It is situated between two splendid rivers, and yet the Committee dispense with their fire-engines because there is no water to work them, in case of fire."

A CAIRO-TO-CHINA RAILWAY.

Mr. C. A. Moring, the well-known Mining Engineer, advocates the construction of a railway from Egypt to Shanghai via the Yangtze Valley, Burma, and India, thus giving a new route from England to the Far East, entirely by rail, except for the short sea passages from England to the Continent, and from Brindisi to Alexandria. Mr. Moring estimates the length of the proposed railway at 6,750 miles, of which 4,000 miles have already been built. The time of transit from Egypt to Perth (W.A.) would be reduced from 24 to 18 days.

USEFUL HINTS.

FRENCH PASTE FOR PATENT LEATHER.
Add to some pure wax which has been melted in a water bath, some olive oil and then some tallow. Mix thoroughly by stirring over a fire. Add some oil of turpentine, then a little oil of lavender. This will form a paste which should be put in boxes. Apply with a linen rag. The paste keeps the leather soft and restores the gloss.

BLACK PAINT FOR IRON.
According to *Journal*, a black paint for iron objects is obtained by dropping concentrated sulphuric acid into oil of turpentine stirring constantly. A syrupy precipitate forms, which, washed out with water, is used as a pigment. The painted article should be heated and then polished with woollen rag and linseed oil. The coating is said to adhere excellently to metals and not to crack off, giving a handsome glossy black colour and protecting the iron from rust in an effective manner.

LEATHER AND BELT GREASE.
A good leather and belt grease is prepared as follows:—Melt 1 pound of yellow ceresine, 1 pound of crude palm oil, and 5 pounds of inferior lard, and stir in according to the season of the year and where a firm or soft consistency is desired, 4 to 6 pounds of vaseline oil. When all is thoroughly dissolved and mixed, pour into the cans or the receptacles destined for storing. If this odourless grease is well incorporated with the leather, it keeps the belts, as well as all leather goods, in constant pliancy and entirely prevents brittleness. It is essential to clean the leather thoroughly from all adhering dirt before greasing. Hardened belts must first be softened with warm water, and it is advisable to grease them while they are still moist.

BLUE PRINTS.

The following formulas from a recent issue of *Photography* produce ferro-prussiate paper, which is easily and inexpensively worked.
1.—Potassium ferricyanide..... 2 1/2 ounces.
Water..... 10 "
2.—Ammonio-citrate of iron 2 1/2 "
Water..... 10 "
The two solutions are mixed immediately before use, and should not be exposed to daylight. A suitable paper (hard, smooth surface appears best) is coated with the mixture by means of a sponge cake being taken to get the coating as even as possible, though a little streakiness is unimportant so long as no portion of the paper is uncovered. The paper is then dried in the dark, and printed under a negative in the ordinary way to bright daylight (sun if possible). The shadows should have a bronze appearance. The print is fixed by washing in water, which may be used hot to facilitate the work. Should the white refuse to clear, a trace of carbonate of soda will help to brighten them. A few drops of hydrochloric acid in the last washing water brightens the colour. This paper requires a strong negative and is now in printing.

RUSSIAN MOVEMENTS.

The Russian imperial authorities have recently definitely resolved to extend the Central Asian Railway to the town of Werny and thence in a northerly direction. It now remains for the direction of the new line to be decided upon. A detachment of engineers has already left Tashkent for the purpose of making a preliminary survey. Two routes have been suggested; one would be across the Steppes to Gurgent, to the southward of the Oural Mountains, and the other, by Semipalatinsk, to Baranauk and Kriovschekovo. The former route has very influential supporters in the persons of the cotton growers of Tashkent and the manufacturers of Moscow, all of whom naturally desire to have the shortest possible means of transit for conveying this raw material to Moscow. A recent conference at Semipalatinsk clearly proved that the route by that place and Baranauk will be the more advantageous. The authorities will, it is said, allow the new line to be built by private enterprise.

RUSSIA AGAIN.

Russia has objected to the Sultan's mounting pneumatic guns at the north entrance to the Bosphorus, on the ground that such action implied that he doubted the Czar's friendship. The result is that the Sultan has cancelled the contract for the pneumatic guns, which were the work of a New York company. It is said that the Sultan got the idea of employing pneumatic guns from the accounts of the actions of the United States dynamite cruiser *Pensate* in the war between the United States and Spain.

THE MAUSER PISTOL.

Dr. J. D. Griffith, of Kansas City, has just completed for the government an official test of the Mauser pistol in use by the German cavalry, and it is under consideration for adoption by the United States. The test was made with targets and human bodies, and the results were most satisfactory. At ranges from 50 to 500 yards the Mauser pistol is the most effective and deadly weapon of its kind ever invented, and up to the maximum range tried it is practically as good in the hands of a man as a Krugger. It is not only resistant to the passage of the bullet it makes a round incision where it enters and a knife-like cut where it departs. Should a bone be in the way it is often shattered into fragments. The pistol shoots very accurately and will kill at a range of 500 yards. The bullet will pass through a human body at that range. If the bullet should enter a vital organ, it would undoubtedly kill a man instantly and would incapacitate a soldier if it struck a bone. The pistol fires ten shots without reloading, and can be emptied in less than three minutes. The bullets weigh 38 grains and have a lead core surrounded by a nickel-plated copper jacket.

NOTANDA

CALENDAR

NOVEMBER.
Meteorological means based on fifteen years' observations to 1898.
Barometer..... 30.103
Thermometer..... 69.2
Humidity..... 65
Rainfall..... 1.302

TO-DAY.

WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer..... 30.10 30.00
Temperature..... 71 73
Humidity..... 51 53
Rainfall.....

TO-DAY.

Thursday, 16th November, 1899.
Chinese—15th of 10th moon of 25th year of Kwang-si.
Sun—Rises..... 6hr. 15min.
Sets..... 5hr. 10min.
High water—Morning..... 5hr. 20min.
Afternoon..... 7hr. 40min.
Low water—Morning..... 2hr. 0min.
Afternoon..... 1hr. 40min.

ANNIVERSARIES.

1811—John Bright born.
1869—Prince Alfred left Hongkong.
1870—Duke d'Aosta elected King of Spain.
1877—British steamer *Vespatian* foundered in China Sea, all hands lost.
1897—Trouble between Austria and Turkey over the expulsion of Mr. Brazanpolski.
1898—French mission in Kweifu looted.

TO-MORROW.

Friday, 17th November, 1899.
Chinese—15th of 10th moon of 25th year of Kwang-si.
Sun—Rises..... 6hr. 15min.
Sets..... 5hr. 10min.
Moon—Full Moon 5hr. 55 p.m.
High water—Morning..... 5hr. 20min.
Afternoon..... 7hr. 40min.
Low water—Morning..... 2hr. 40min.
Afternoon..... 1hr. 40min.

ANNIVERSARIES.

1843—Shanghai opened to foreign commerce.
1857—Further relief of Lucknow by Sir C. Campbell.
1876—Telegram announcing the appointment of Mr. John Pope Kennedy to succeed Sir Arthur Kennedy as Governor of Hongkong received in the Colony.
1878—Attempted assassination of the King of Italy.
1887—British steamer *Killarney* sunk in Holo harbour by steamer *Crusader*.
1893—Celebration of the Shanghai Jubilee.
1897—Kiaochow taken, possession of by the German squadron.
1898—Edict dismissing Hu-yu-fen from Tsungli-Yamen.

SHIPPING AND MAILS NEWS.

MAILS DUE.

Australian (*Chingtu*) 19th inst.
French (*Oceanic*) 21st inst.
American (*Gallic*) 22nd inst.
American (*Hongkong Maru*) 29th inst.
Canadian (*Empress of Japan*) 2nd prox.
American (*China*) 9th prox.

The N. G. I. steamer *Bisagio* left Singapore for this port to 10-day and is due here on or about the 23rd instant.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* arrived at Vancouver on Wednesday November 15th at 4.30 a.m.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba..... to Kowloon Dock.
Isla de Cuba..... " "
Simla..... " "
I.L.G.M.S. Deutschland..... " "
Idzumi Maru..... " "
Pronto..... " "
Adolph Oborg..... " "
D. Juan d'Austria..... Cosmopolitan
Mongkut..... " "
Phranang..... " "

PASSED THE CANAL.
Outward—17th October—*Arab, Avala, Queen Cristina*. 20th October—*Patroclus, Socotra, Telena*. 24th October—*Ambrisa, Asama, Catalina, Khalif, Singapore*. 27th October—*Hendler, Glenarney, Oceanic, Kawakura Maru, Kivler, Amanu*. 31st October—*Santa Africa, Ulysses, Burnes*. 3rd November—*Ernest Simons, Strathgyle*. 7th November—*Glenloch, Prinz Heinrich, Madoff, Kio, Kostroma, Eleanor*.
Homeward—7th November—*Sarpedon, Sato Maru*.

Shipping.

Arrivals.

HAIMUN, British steamer, 636, A. E. Hodgins, 16th Nov.—Swatow 15th Nov, General—Douglas, Laprak & Co.
HOIHAO, French steamer, 509, J. C. Gerard, 16th Nov.—Pakhoi and Hoihow 15th Nov, General—A. R. Marty.
TAISANG, British steamer, 1,544, W. E. Saver, 16th Nov.—Canton 16th Nov, General—Jardine, Matheson & Co.
CHANGSHA, British steamer, 1,463, T. Moore, 16th Nov.—Japan 11th Nov, General—Butterfield & Swire.
CHUYEN, Chinese steamer, 1,211, W. C. Jamieson, 16th Nov.—Shanghai 13th Nov, General—C. M. S. N. Co.
SYDNEY, French steamer, 4,232, Aubert, 16th Nov.—Shanghai 14th Nov, Mails and General—Messageries Maritimes.

Clearances at the Harbour Office.

Loongmoon, German str., for Shanghai.
Pak Kong, British str., for Canton.
Salvadora, American str., for Manila.
Patroclus, British str., for Shanghai.
Tantulus, British str., for Shanghai.
Kwai Lun, British steamer, for Mucan.
Ringo Maru, Japanese str., for Singapore.
Hanoi, French str., for Haiphong.

Departures.

Nov. 16, Hongkong, French str., for Haiphong.
Nov. 16, Haiphong, British str., for Swatow.
Nov. 16, Belmont, British str., for Astoria.
Nov. 16, P. C. K. Lao British str., for Swatow.
Nov. 16, Loyal, German str., for Hongkong.
Nov. 16, Chaysang, British str., for Canton.
Nov. 16, Lyndene, German str., for Canton.
Nov. 16, Kuchikate Maru, Japanese str., for Moji.
Nov. 16, König Albert, German steamer, for Shanghai.
Nov. 16, Hector, British str., for Singapore.
Nov. 16, Shanghai, British str., for Cebu.
Nov. 16, Sullberg, German str., for Newchwang.

Nov. 16, Loongmoon, German str., for Shanghai.
Nov. 16, Patroclus, British str., for Shanghai.
Nov. 16, Shanghai, British str., for Singapore.
Nov. 16, Pindobona, Austrian str., for Shanghai.

Passengers—Arrived.

Per Haimun, from Swatow—Dr. and Mrs. Preterwitt, and 81 Chinese.

Departed.

Per König Albert, for Shanghai from Bremen—Messrs. W. Jurgens, M. Hintzen, H. Frickhoffer, Michaelis, A. Rasper, W. Wong, and A. Kayser. From Southampton—Mrs. A. Simpson and children, Messrs. A. Sherif, H. Taylor G. Dereng, Misses Bo, Yonge, Edwards, Messrs. Johnston, Logan, Misses Chick, Knight, Dr. and Miss Babington, Messrs. P. F. Turner, L. Edwars, Mr. and Miss Phillips, Messrs. Meloddy, Harries, Warnock, W. W. Runcie and children, Messrs. E. Simpson, J. Norsley, Von Shaw, E. Jacobson, Miss M. and Miss Key, Miss Chamberlain, Messrs. G. Sinclair, H. Mackey, E. T. Jones, F. Wheeler, J. Frey, and F. Martin. From Antwerp—Messrs. D. Thomsen and L. McCall. From Genoa—Mr. and Mrs. S. Raggi, Sir Claude Macdonald, K.B., C.K.C.M.G., Lady Macdonald, Messrs. L. Fleet, Chas. Dowdall, P. Hansen, W. Bruckner, E. Groner, R. Peepers, H. Lange, E. Wohlstedt, G. Helleberg, Mrs. H. Fischer and children, Miss West, Mrs. Dallas and children, Mrs. L. Helleberg and child. From Naples—Mr. M. Weber. From Colombo—Lieut. Becker. For Yokohama—Bremen—Messrs. F. Hausten, S. Bellusko, J. Klatt, and Dr. P. Stübel. From Southampton—Miss Hogan, Mr. and Miss Nettleship, Messrs. V. H. Patrick, Miss Austen and children. From Genoa—Messrs. E. Plessmann, C. Kruger, D. F. Takoti, Professor V. Knudell, R. Schilling, Mr. and Mrs. Schindler, Mr. N. G. Bayne, Dr. Wada, Dr. Hayakawa, Dr. Tauruhara, Messrs. Wendt, Koyfey, and Professor Krussen. From Naples—Messrs. Yau and Jomana. From Southampton for Hongkong—Mr. R. D. Harward. From Southampton for Nagasaki—Miss M. O'Brien. From Hongkong for Yokohama—Mr. and Mrs. Newton, Lord Henry Thyme. For Shanghai—Mr. and Mrs. E. F. Scholes, Mr. and Mrs. M. Schairmann, Misses W. Gaskin, D. Bennett (Ingram), M. Parkes, Mr. and Mrs. A. C. Coma, Mr. E. Souze and 5 Chinese.

Per Shanghai, for Singapore—The Hon. Ben Bathurst, Comdr. A. Henderson, Messrs. A. S. Crush, R.N., C. F. Jordan, R.N., Frank Meek, R.N., Mr. and Mrs. Taylor, 7 Naval Invalids, and 14 Chinese. For Penang—6 Chinese.

Per Chiyuen, from Shanghai—Dr. Markcone.

To Depart.

Per Salvador, for Manila—Messrs. V. Villamora and servant, Santos Marten, 2 Europeans and 1 Chinese in steerage.

STEAMERS EXPECTED.

Names.	From.	Due.
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Intimations.

PHOTOGRAPHIC
PLATES, PAPERS, FILMS, KODAKS, CAMERAS,
&c., &c., &c.

Coast Port Orders Executed.

ACHEE & CO.,
FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG. [1239]

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:-

THE VICTORIA DISPENSARY,
HONGKONG.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898.

Dr. KNORR'S
ANTIPYRINE

Dr. OVERLACH'S
MIGRAININE

"LION BRAND"
patented
In Powder and Crystals, also in Drops of 5
grains, easily soluble in Water,
Wine, &c.
FEVER, RHEUMATISM AND NEURALGIC
AFFECTIONS,
NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solu-
tions possesses similar bactericidal action to
silver nitrate, but is distinguished by complete
absence of irritating properties.
It is requested that the directions on the
boxes for making solutions shall be implicitly
followed.

"LION BRAND"
(ANTIPYRINE-CAFFEINE-CITRATE.)
(1) Excellent results in the severest cases of
migraine, as well as in headache arising
from alcoholic, nicotine and morphia poisoning,
neurasthenia, influenza, grippe, etc.
(2) The best antipyretic, even in threatened
collapse, because the caffeine of Migrantine
acts simultaneously as an anaphoretic.
(3) Use only DR. OVERLACH'S MIGRAININE,
"Lion Brand," and always prescribe
"MIGRAININE HOECHST."
The best medium dose for adults is 17 grains,
given once or twice daily in powder or in
solution.
Sole Manufacturers:
FARHWERKE VORM. MEISTERLUCIUS
& BRUNING, HOECHST A. M.
Literature of the above Preparations supplied
gratis at request to medical men.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS! [134]

UNTOUCHED BY HAND.

MELLIN'S
FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

SHOW OF CHRYSANTHEMUMS.

MR. DORABJEE NOWROJEE begs to
intimate to his Friends and the
General Public that his fine collection of
CHRYSANTHEMUMS will be on show in the
Gardens at Kowloon Hotel for one week,
commencing THURSDAY the 16th instant.
Entrance by Chater and Elgin Roads.
Hongkong, 14th November, 1899. [1423a]

MR. A. HAHN'S DANCING CLASSES
will re-commence on 1st November next.
Intending Pupils are respectfully requested
to send their Applications Early in order that
Time and Terms may be arranged.

A. HAHN,
No. 10, Ice House Street.
Hongkong, 21st October, 1899. [1330a]

MITSUBUSHI KAISHA.
No. 6, Ice House Street, Praya Central.

Head Office:- TOKIO.
Branch Offices:-
LONDON, NEW YORK, HAMBURG,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports in JAPAN.

Agencies:-
Mitsui Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshitani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohtsui Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manouma Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kaneaguchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Mitsui Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUBISHI KAISHA,
K. HASEGAWA,
Manager.
Hongkong, 19th August, 1899. [145]

JAPANESE CURIOS.

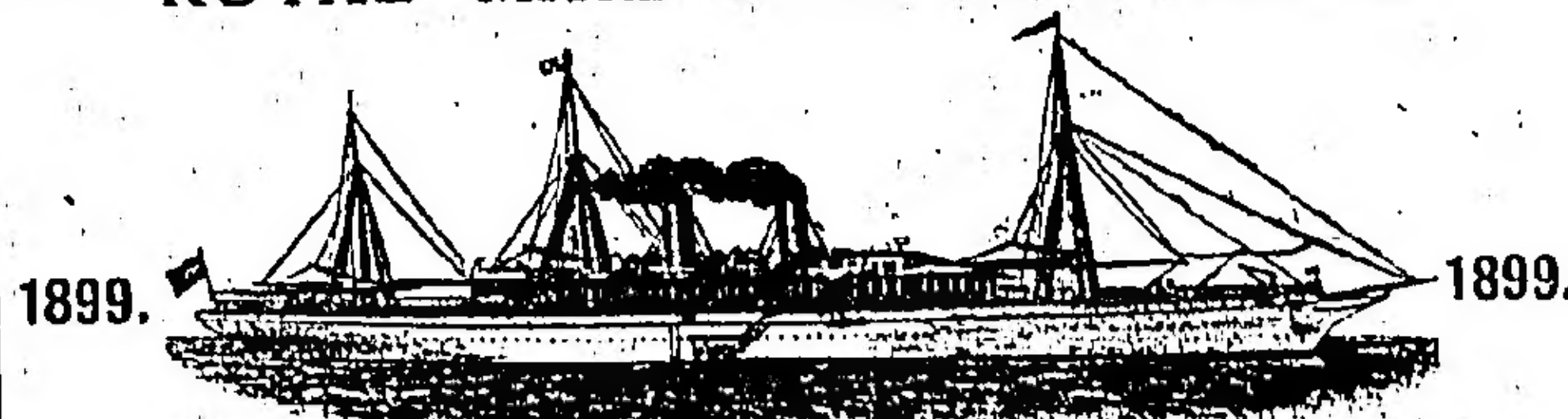
JUST RECEIVED.

Plenty of
FINE NEW GOODS
at
CHEAP PRICES.

D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 4th November, 1899. [1382a]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder Street. [13]

Hongkong, 25th October, 1899.

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

City of London...[3,229] R.W. Scarr...[Nov. 21]
Queen of the Lake...[2,832] F. McNair...[Nov. 25]
Saint Francis...[3,877] W. A. Rice...[Dec. 9]
City of Dublin...[3,338] L. R. Rice...[Dec. 21]

FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVI-
GATION COMPANY.

Monmouth...[2,874] W. A. Evans...[Dec. 23]
Gorgeville...[3,777] L. J. Murray...[Jan. 27]
The attention of Passengers is directed to
the very cheap rates offered by the Line.
HONGKONG TO LONDON £47.
Excellent accommodation. First-class
Tables, Doctor and Stewardess carried.
HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY AND CASCADE MOUNTAINS.
THE YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.
HONGKONG TO TACOMA £28.

Rates of Passage to other points on application.
Special rates allowed to members of Government
Services.

Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Ports.
Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Ore. (whichever may be the destination of
the Steamer).
Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.
For further information apply to
DOUGLASS & CO., LIMITED.
General Agents.
Hongkong, 16th November, 1899. [14]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, The
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.

Lady Joyce...[3,194] about...[Nov. 30]
Strathgyle...[5,023] about...[Dec. 15]
Carlisle City...[3,002] about...[Dec. 31]

THE Steamship
"LADY JOICEY,"
will be despatched for SAN DIEGO VIA
NAGASAKI, KOBE, YOKOHAMA and
HONOLULU, on or about THURSDAY, the
30th instant.

Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 4th November, 1899. [1330]

For Sale.

FOR SALE—A BARGAIN.

A DOUBLE-LENS
QUARTER-PLATE HAND CAMERA,
(Latest Improvements).

CARRIES ONE DOZEN PLATES.

For Sale with the Camera—
PRINTING-FRAMES,
DEVELOPING-TRAYS,
WASHING-TROUGH,
SMALL CISTERN and LAMP.

Complete for \$70.

Apply at THIS OFFICE.
Hongkong, 1st November, 1899. [1374a]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSTAN GULF, CONTINENTAL and
AMERICAN PORTS.)
THE Steamship
"BENGAL,"
Captain S. Bandman, carrying Her Majesty's
Mails, will be despatched from this for
BOMBAY, &c., on SATURDAY, the 25th
instant, at Noon, taking Passengers and
Cargo for the above Ports.
Silt and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.
Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.
For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 11th November, 1899. [15]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Gaelic (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) Thursday, 30th Nov.,
at Noon.
Doric (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) Saturday, 23rd Dec.,
at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) Saturday, 20th Jan.,
1900, at Noon.

THE Company's Steamship
"GAELIC,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on THURSDAY, the 30th instant, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.
Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates, and
particulars of the various Routes may be ob-
tained upon application.
Special rates (First-class only) are granted
to Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.
Passengers who have paid full fare, re-em-
barking at San Francisco for China or Japan
(or vice versa) within one year, will be allowed
a discount of 10 per cent. This allowance does
not apply to through fares for China and Japan
to Europe.
All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.
Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.
For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 4th November, 1899. [1310]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU G. E. T. Cook	MARSEILLES, LONDON & ANT- WERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	TO-MORROW, 17th Nov., at Noon.
*IDZUMI MARU M. J. Cumow	VICTORIA, B.C. and SEATTLE U.S.A., via KOBE & YOKOHAMA.	MONDAY, 20th Nov., at 4 P.M.
KOSAI MARU J. Nagao	VLADIVOSTOCK, VIA SWATOW, ANOV, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI.	THURSDAY, 23rd Nov., at Noon.
KASUGA MARU E. W. Haswell	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 24th Nov., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the
United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and
Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 10th November, 1899.

NORDEUTSCHER
LOYD.



HAMBURG-AMERIKA
LINE.

(Freight Service.) (East Asiatic Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SIBIRIA Braun	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	18th November Freight and Passage.
SUEVIA Förck	MARSEILLES, HAVRE & HAMBURG. (LONDON with transhipment in HAMBURG)	19th November Freight.
BAMBERG Mayer	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 28th November Freight.
*KONIGSBERG Christiansen	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 10th December Freight and Passage.
AMBRIA Bummeister	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 24th December Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and
a Stewardess.

For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA.
TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
HONGKONG MARU
(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)
Saturday, 9th Dec., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)
Wednesday, 3rd Jan., 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)
Saturday, 27th Jan., 1900, at Noon.

THE Steamship
"HONGKONG MARU,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
SATURDAY, the 9th December, at Noon,
taking Freight and Passengers for Japan, the
United States and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 4 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 14th November, 1899. [1310]

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
*ALGOA (via Kobe, Yokohama & Hono-
lulu) Tuesday, 21st Nov., at Noon.

*ALGOA (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) Saturday, 16th Dec., at Noon.
(* Taking Cargo only.)

THE Chartered Steamship
"ALGOA,"
will be despatched for SAN FRANCISCO,
via KOBE, YOKOHAMA and HONO-
LULU, on TUESDAY, the 21st November, at
Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States of Canada. Rates may be ob-
tained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVER-
LAND CITIES in the United States have
between SAN FRANCISCO and CHICAGO,
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and other
direct connecting Railways, and from Chicago
to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.
Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 4th November, 1899. [1310]

Entertainment

(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central
Hongkong, 8th March, 1909. [189]

NOTICE

[OT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or Crew
the following Vessels during their stay in
Singapore Harbour:-

Intimations.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES AND SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superiores will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
—Hongkong, 22nd April, 1892. [493]

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART-PRACTICE
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
—Hongkong, 22nd September, 1898. [45]

SIEN TING,

SURGEON DENTIST,
No. 10, D'ARVILLE STREET.
TERMS VERY MODERATE.
Consultation free.
—Hongkong, 27th September, 1898. [43]

NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an
EX-SCHOOLMASTER.
Terms moderate, for Particulars apply
c/o This Office.
—Hongkong, 18th August, 1899. [1048a]

The Share Market.

LATEST QUOTATIONS.

(November 16th).

Banks.
Hongkong and Shanghai Banking Corporation
—240 per cent. prem., buyers.
The Bank of China & Japan, Ltd.—(Preference)
nominal.
The Bank of China & Japan, Ltd.—(Ordinary)
47 buyers.
The Bank of China & Japan, Ltd.—(Deferred)
—45 buyers.
National Bank of China, Ltd.—\$30.
Do. —\$30.
Marine Insurance.
Union Insurance Society of Canton, Ltd.—\$242.
China Traders' Insurance Co., Ltd.—\$59.
North China Insurance Co., Ltd.—Tls. 200.
Yangtze Insurance Assoc., Ltd.—\$121.
Canton Insurance Office, Ltd.—\$135 buyers.
Straits Insurance Co., Ltd.—\$5.
Fire Insurance.
Hongkong Fire Ins. Co., Ltd.—\$330.
China Fire Ins. Co., Ltd.—\$87.
Shipping.
Hongkong, Canton, & Macao Steamboat Co.,
Limited—\$29.
Indo-China Steam Navigation Company, Ltd.—
\$82.
China and Manila S.S. Co., Ltd.—\$90.
Douglas Steamship Co., Ltd.—\$47.
China Mutual S. N. Co., Ltd.—(Preference)—
\$50 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—
\$50 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—\$53
buyers.
Star Ferry Co., Ltd.—\$104.
Railways.
China Sugar Refining Co., Ltd.—\$330.
Luzon Sugar Refining Co., Ltd.—\$47.
Mining.
Panjin Mining Co., Ltd.—\$9 buyers.
Do. —Preference Shares—\$1.50.
Société Française des Charbonnages du Ton-
kin—\$300 buyers.
Queen Mines, Limited—\$0.47.
Joleba Mining and Trading Co., Ltd.—\$14.50
sales.
Raub Allain Gold Mining Co., Ltd.—\$64.
Olivera Freehold Mines, Ltd.—(A) \$9 buyers.
Olivera Freehold Mines, Ltd.—(B) \$7.
Great Eastern and Caledonian Gold Mining
Co., Ltd.—\$12.
Books, Wharves and Godowns.
Hongkong Wharves Dock Co., Ltd.—\$30
per cent. prem.
Hongkong and Kowloon Wharf and Godown
Company, Limited—\$87.
Wanchai Warehouse and Storage Co., Ltd.—\$45
buyers.
New Amoy Dock Co., Ltd.—\$183.
Land, Hotels and Buildings.
China Provident Loan and Mortgage Co., Ltd.—
\$50 buyers.
Hongkong Investment and Agency Co.,
Limited—\$12.
Shanghai Land and Building Co., Ltd.—\$58.
West Point Building Co., Ltd.—\$30.
Hongkong Hotel Co., Ltd.—\$125.
Humphreys, Estate and Finance Co., Ltd.—
\$10.
Miscellaneous.
Green Island Cement Co., Ltd.—\$44.
China Borneo Co., Limited—\$104 buyers.
S. Watson & Co., Limited—\$16.25.
Hongkong Electric Co., Limited—\$11.
Hongkong and China Gas Co., Ltd.—\$130.
Hongkong Rope Manufacturing Co., Ltd.—\$189.
Gao Fenwick & Co., Ltd.—\$12.
Hongkong Ice Co., Ltd.—\$125.
Hongkong High-Level Tramways Co., Ltd.—
\$147.
Dairy Farm Co., Limited—\$6.
Hongkong & China Bakery Co., Ltd.—\$25.
Campbell, Moore & Co., Ltd.—\$15 buyers.
Bell's Asbestos Eastern Agency, Limited—\$1
nominal.
Bell's Asbestos Eastern Agency, Ltd.—\$5.
Carmichael & Co., Limited—\$1.
Hongkong Cotton Spinning, Weaving and
Dyeing Co., Ltd.—\$60.
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 62.
International Cotton Mfg. Co., Ltd.—Tls. 75.
Lao-kung-mow Cotton Spinning & Weaving
Co., Ltd.—Tls. 77.
Boy Chee Cotton Spinning Co., Ltd.—Tls. 350.
Yahloong Cotton Spinning Co., Ltd.—Tls. 55.
Tobacco Planting Co., Ltd.—\$4 per share.
Tobacco Planting Co., Ltd.—\$4.
Brewing, Kelly & Potts (Share Brokers).
Telephone Address—"Biallo".

EXCHANGE.

Hongkong, 16th November.
ON LONDON, Telegraphic Transfer, 1/11 5/16
Bank Bills, on demand1/11
Credits, 4 months' sight1/11 1/2
D'ments, 4 months' sight1/11 2/0
ON BERLIN, (demand)M. 1.99
Bank Bills, on demand2.45
Credits, 4 months' sight2.50
ON NEW YORK, Bank Bills, on demand47
Credits, 30 days' sight48
ON BOMBAY, Telegraphic Transfer144
On demand144
ON SHANGHAI, Telegraphic Transfer71
Private, 30 days' sight72
ON YOKOHAMA, T.T.44 per cent. prem.
Sovereigns, Bank's Buying Rate\$10.34
Gold Leaf too touch, per tael\$10.35
Bar Silver\$10.37
Dollars\$10.44 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 16th November.
New Patna897 1/2 per chest.
New Benares870
New Malwa870 per picul.
Old Malwa880/885
Persian, paper tied820

VISITORS AT THE HONGKONG

HOTEL.

Mr. J. H. Aitken
Mr. R. de Alberti
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Mr. Hy. W. Andrews
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Dr. Bach
Mr. S. B. Bailey
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Miss Coleman
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Miss Carter
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Miss Cunliffe
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Miss Drum
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hagen
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Mr. J. E. Lee
Mr. C. W. Longuet
Mrs. C. W. Longuet
Mr. R. Mitchell
Lt.-Col. The O'Gorman
Madame O'Gorman
Dr. Mark Peters
Hon. H. E. Pollock
Major R. W. Reilly
Comdr. R. M. Rumsey
Mrs. H. E. Sharp
Mr. A. Sinclair
Mr. A. Findlay Smith
Dr. Reich Stabsarzt
Mr. A. G. Stokes
Mr. O. D. Thomson
Mr. A. L. Tobler
Mr. G. H. Wheeler
Mr. J. M. Zorin
Mr. J. M. de Zuniga
Rev. F. Flynn, R.N.
Miss Von der Pfordten
Mr. R. F. Johnston
Miss Gladys Von der
Pfordten
Hon. and Mrs. R. D. M. Reeves
Ormsby
Miss Ormsby
Mr. and Mrs. Von der
Pfordten
Miss Lilie Von der
Madame Volpicelli
Pfordten
Rev. F. Flynn, R.N.
Miss Von der Pfordten
Mr. R. F. Johnston
Miss Gladys Von der
Pfordten
Hon. and Mrs. R. D. M. Reeves
Ormsby
Miss Ormsby
Mr. and Mrs. Von der
Pfordten
Miss Lilie Von der
Madame Volpicelli
Pfordten

VISITORS AND RESIDENTS AT THE

PEAK HOTEL.

Mr. J. Anthony
Mr. H. F. R. Brayne
Mr. P. Bure
Capt. G. Callaghan
Capt. Van Corback
Mr. G. H. Dann
Mr. and Mrs. W. H. T.
Davis and child
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Staff-Surgeon and Mrs.
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Mrs. H. E. Sharp
Mr. A. Sinclair
Mr. A. Findlay Smith
Dr. Reich Stabsarzt
Mr. A. G. Stokes
Mr. O. D. Thomson
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Mr. J. M. Zorin
Mr. J. M. de Zuniga
Rev. F. Flynn, R.N.
Miss Von der Pfordten
Mr. R. F. Johnston
Miss Gladys Von der
Pfordten
Hon. and Mrs. R. D. M. Reeves
Ormsby
Miss Ormsby
Mr. and Mrs. Von der
Pfordten
Miss Lilie Von der
Madame Volpicelli
Pfordten

VESSELS IN PORT.

Steamers.
ALGOA, British steamer, 4,896, F. G. Hansford
15th Nov.—Mojito 10th Nov., Coal.—P. M.
S. S. Co.
AMARA, British steamer, 1,705, C. J. Matlock,
15th Nov.—Mojito 10th Nov., Coal.—J. B.
Jardine, Matheson & Co.
BEMARU, British steamer, 1,487, R. K. Koble
17th Nov.—Mojito 2nd Nov., Coal.—Gibb,
Langston & Co.
BINO MARU, Japanese steamer, 3,560, George
R. B. Cook, 17th Nov.—Mojito 11th Nov.,
General.—Nippon Yusen Kaisha.

CAATHERINE APCAR, British steamer, 1,735, J. G. Oliffent, 15th Nov.—Calcutta 28th Nov.,
Penang and Singapore 6th Nov., General.
—David Sassoon, Sons & Co.
CHOWPA, British steamer, 1,050, J. Williamson,
15th Nov.—Bangkok 6th Nov., General.
—Butterfield & Swire.
CULGOA, American transport, 1,140, Comdr. J.
W. Carlin, U.S.N., 20th Oct.—Manila 17th
October.
EMPRESS OF INDIA, British steamer, 5,904,
O. P. Marshall, R.N.R., 1st Nov.—
Vancouver 10th Oct., and Shanghai 29th,
Malta and General.—C. P. R. Co.
EQUATORIAL, Belgian steamer, 1,335, W. Williams,
22nd Oct.—Swatow 21st Oct., Ballast.
—Laurie, Wegner & Co.
HANOL, French steamer, 730, Pannier, 14th
Nov.—Haiphong 17th Nov., General.
—A. R. Marty.
HOHENZOLLERN, German steamer, 2,039, H.
Kirchner, 6th Nov.—Yokohama 27th Oct.,
Kobe 31st, and Nagasaki 2nd Nov., General.
—Melchers & Co.
IDZUMI MARU, Japanese steamer, 2,093, M. J.
Curnow, 13th Nov.—Mojito 7th Nov., General.
—Nippon Yusen Kaisha.
KUTSANG, British steamer, 1,495, R. C. D.
Bradley, 15th Nov.—Java 4th Nov., Sugar.
—Jardine, Matheson & Co.
LOOSKO, British steamer, 1,020, J. B. Jackson,
11th Nov.—Bangkok 3rd Nov., and Koh-
si-chang 4th, Rice and Timber.—Butter-
field & Swire.
MONKUT, British steamer, 859, N. G. Major,
14th Oct.—Koh-si-chang 2nd Oct., Rice.
—Yuen Fat Hong.
NANKIN, British steamer, 2,557, C. H. Bennett,
R.N.R., 14th Nov.—Bombay 25th Oct.,
and Singapore 7th Nov., Cotton and Twist.
—P. & O. S. N. Co.
PHRA NANG, British steamer, 1,021, A. S.
Calder, 12th Nov.—Bangkok 3rd Nov.,
Swatow 11th, Rice.—Yuen Fat Hong.
PRONTO, Norwegian steamer, 950, Muller, 15th
Nov.—Canton 15th Nov., Ballast.
—Harting, Buschmann & Menzell.
SABINE RICKMERS, British steamer, 690, J. R.
Nasbet, R.N.R., 18th Oct.—Shanghai 15th
Oct., Ballast.—A. S. N. Co.
SALVADORA, American steamer, 688, Goltisodo,
12th Nov.—Manila 9th Nov., General.
—Brandao & Co.
SIDRIA, German steamer, 3,320, F. Brann,
12th Nov.—Kuchino 8th Nov., Coal.
—Carlowitz & Co.
SUZUYA, German steamer, 4,129, Th. Faerck,
14th Nov.—Mojito 8th Nov., Coal.
—Carlowitz & Co.
SUNGKIANG, British steamer, 1,021, S. W.
Moore, 12th Nov.—Manila 9th Nov.,
General.—Butterfield & Swire.
TAICHOW, British steamer, 862, P. S. Primrose,
12th Nov.—Bangkok 6th Nov., Rice.
—Yuen Fat Hong.
TANTALUS, British steamer, 2,281, Bartlett,
15th Nov.—Singapore 8th Nov., General.
—Butterfield & Swire.
TETARTOS, German steamer, 1,574, T. Desler,
14th Nov.—Mojito 9th Nov., Coal.—Siems-
sen & Co.
UNDAUNTED, British steamer, 2,026, S. Elcoule,
9th Nov.—Philadelphia 8th Sept., Kerosine
Oil.—Order.
Sailing Vessels.
ADOLPH ORRIG, American bark, 1,302, Arms-
bury, 17th Oct.—New York 5th May, Case
Oil.—Standard Oil Co.
LOTHAIR, Italian bark, 759, C. Lewanger,
1st Oct.—Callao Peru 21st July, Iron.—
Order.
MARY L. CUSHING, American bark, 1,540,
Pendleton, 1st Oct.—New York 16th May,
Case Oil.—Order.
RETAVER, British schooner, 96, Parker, 8th
Sept.—Honolulu 16th July, Ballast.—
Order.
REUCE, American ship, 1,828, D. Whitmore,
3rd Oct.—New York 30th May, Case Oil.
—Standard Oil Co.
SIMILA, British 4-masted bark, 2,087, Huestis,
25th Aug.—Cebu and Philippine Islands
22nd Aug., Ballast.—Order.
ST. JAMES, American bark, 1,453, R. M. Tapley,
29th Sept.—Manila 13th Sept., Ballast.—
Reuter, Bröcher & Co.
ST. MARK, American ship, 1,861, D. W. Dudley,
14th Nov.—Manila 19th Oct., Ballast.—
Master.
STATE OF MAINE, American ship, 1,500,
Colcord, 9th Oct.—New York 10th May,
Kerosine Oil.—Standard Oil Co.
WARATAH, British schooner, 25, Haynes, 23rd
Sept.—Takow 15th Sept., Ballast.—Mr. F.
W. Hall.
WEST YORK, British bark, 706, N. S. Faister,
9th Nov.—Albany, W.A. 4th July, Sandal-
wood Oil.—Order.
WM. H. CONNELL, American ship, 1,424, J. J.
Ersine, 14th Oct.—New York 7th May,
and Rio Janeiro 11th July, Kerosine.
—Standard Oil Co.
HER BRITANNIC MAJESTY'S SHIPS
ON THE CHINA STATION.
Hongkong, November 16th, 1899.
Alacrity, despatch-vessel, 1,735 tons, 10 to 6-pd.
q.t. guns, 3,000 h.p., Comdr. A. H.
Smith-Dorrien, Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,
Comdr. E. J. W. Slade, Hongkong.
Aurora, British cruiser, 5,600 tons, Capt. E. H.
Bayly, Wei-hai-wei.
Bayfield, 1st class battleship, 13,000 tons, 14
guns, 13,163 h.p., Captain Hon. S. C. J.
Colville, C.B., Nagasaki.
Bonaventure, 2nd class cruiser, 4,500 tons, 18
guns, 9,000 h.p., Capt. J. J. Monw
gomer, C.B., R.N., Shanghai.
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600
h.p., Capt. W. R. Shaw, Hongkong.
Centurion, 1st class battleship, 10,000 tons, 14
guns, 10,000 h.p., Captain J. R. Jellicoe,
Hongkong.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p.,
Comdr. G. W. W. Ingham, Shanghai.
Endymion, British cruiser, 7,350 tons, Capt. G.
A. Callaghan, Hongkong.
Esch, coast defence gunboat, 363 tons, 3 guns,
200 h.p., Lieut-Comdr. C. Chadwick,
Shanghai.
Fame, twin-screw, torpedo-boat destroyer, 360
tons, 4,400 h.p., Lieut-Com. W. J. Keyes,
Hongkong.
Firebrand, 3rd class gunboat, 455 tons, 4 guns,
360 h.p., Hongkong.
Havoc, twin screw, torpedo-boat destroyer, 360
tons, 6 guns, 4,400 h.p., Hongkong.
Hermione, 2nd class cruiser, 4,350 tons, 9,000
h.p., 18 guns, Capt. R. S. D. Cumming,
Hongkong.
Humber, storeship, 1,640 tons, 800 h.p., Com.
H. J. Davison, Hongkong.
Iphigenia, 2nd class cruiser, 3,600 tons, 8
guns, 7,000 h.p., Capt. H. N. Dudding,
Shanghai.
Linnets, gun-vessel, 756 tons, 2 heavy guns, 4
6-pounders, 870 h.p., Commander W. W.
Smythe, Hongkong.
Orlando, British cruiser, 5,600 tons, Capt. J.
Burke, Japan.
Pearl, 1st class gunboat, 755 tons, 6 guns,
1,200 h.p., Lieut-Comdr. P. S. St. John,
Manila.

Pigmy, 1st class gunboat, 755 tons, 6 guns,
1,200 h.p., Lieut-Comdr. J. F. E. Green,
Wei-hai-wei.
Plover, 1st class gunboat, 453 tons, 6 guns,
1,200 h.p., Lieut-Comdr. C. V. de M.
Copper, Hongkong.
Redpoll, British gunboat, 805 tons, Capt. F. F.
Haworth Booth, Hongkong.
Sandpiper, British river-gunboat, 2 guns; Lt.
Comdr. Carr, on the West River.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4
6-pounders, 870 h.p., Fochow.
Tams, receiving ship, 4,600 tons, Comdr.
Powell, Hongkong.
Tweed, coast defence gunboat, 353 tons, 3
guns, 200 h.p., Lieut-Comdr. H. E. Hill-
man, on the West River.
Undaunted, 1st class cruiser, 5,600 tons, 12
guns, 8,500 h.p., Capt. A. C. Clarke,
Wei-hai-wei.
Victorious, British battleship, 14,900 tons, 32
guns, 12,000 h.p., Captain A. Schomberg,
Wei-hai-wei.
Waterwitch, surveying vessel, 620 tons, Com-
mander W. P. Dawson, Fochow.
Whiting, twin screw, torpedo-boat destroyer,
360 tons, 6,000 h.p., Lieut-Comdr. E.
Kelly, Hongkong.
Wivern, coast defence ship, 2,750 tons, 4 guns,
1,000 h.p., Hongkong.
Woodcock, British gunboat, 2 guns, 560 h.p.,
Lieut-Comdr. Watson, on the Yangtze.
Woodlark, British gunboat, 2 guns, 550 h.p.,
Lt. Comdr. R. A. Norton, on the Yangtze.
Torpedo-boats in Reserve Nos. 8 and 20, 35,
36, 37 and 38, first-class; and 3 second-class
boats.
Italian.
Carlo Alberto, Italian cruiser, 7,000 tons,
Capt. Roberto, en route Shanghai.
Etna, Italian cruiser, 3,530 tons, Capt. G.
Ciosello, Chiofo.
Liguria, Italian cruiser, 4,500 tons, Captain
Cassata, Singapore.
Mares Polo, Italian cruiser, 23 guns, 10,000
h.p., Captain Ed. Incarnato, Singapore.
Piemonte, Italian cruiser, 2,800 tons, 12 guns,
Captain Gliniani, Hongkong.
Stromboli, Italian cruiser, 3,359 tons, 36 guns,
6,252 h.p., Captain Bregante, Shanghai.
Miscellaneous.
Kaiserin Elisabeth, Austrian cruiser, 4,500
tons, 9,000 h.p., Capt. Julian, Singapore.
Liberal, Portuguese gunboat, 588 tons, Comdr.
Cunha, Hongkong.
Presidente Sarmiento, Argentine cruiser, 2,850
tons, Capt. Betbeder, Manila.
FOREIGN MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.
The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser,
5,000 tons twin screw, 36 guns, 9,500 h.p.,
Captain Jakovlev, at Nagasaki.
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200
h.p., Captain Eliskiy, at Nagasaki.
Bobra, Russian gun-vessel, twin-screw, 950 tons,
13 guns, 1,150 h.p., Captain Dobrovolsky,
at Nagasaki.
Dimitri Donkoy, Russian armoured cruiser,
5,893 tons, twin screw, 34 guns, 7,000 h.p.,
Comdr. Sharon, at Nagasaki.
Gaidamak, Russian gunboat, 400 tons, twin
screw, 18 guns, 3,300 h.p., Capt. Serber-
nikoff, at Nagasaki.
Gremiatichy, Russian armoured cruiser, 1,492
tons, twin screw 12 guns, 2,000 h.p., Capt.
Mikhashevich, at Nagasaki.
Koryeta, Russian cruiser, 1,200 tons, 9 guns,
2,150 h.p., Capt. Sillmann, at Nagasaki.
Mandury, Russian cruiser, 1,213 tons, twin
screw, 14 guns, 1,500 h.p., Capt. Yakovlev,
at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10
guns, 9,000 h.p., Captain Yenish, at Naga-
saki.
Nayevich, Russian battleship, 1,334 tons, 14 guns,
1,800 h.p., Capt. Zarine, at Nagasaki.
Oluzany, Russian armoured cruiser, 1,490 tons,
twin screw, 12 guns, 2,000 h.p., Captain
Copriakov, at Nagasaki.
Pamiat Azova, Russian cruiser, 6,000 tons, 36
guns, 8,000 h.p., Captain Niedermiller, at
Nagasaki.
Rostia, Russian armoured cruiser, 12,000 tons,
22 guns, 14,500 h.p., Capt. Demojiroff, at
Vladivostok.
Rurik, Russian flagship, 10,940 tons, armoured
twin screw cruiser, 1st class, 48 guns,
13,500 h.p., Capt. Haupt, at Nagasaki.
Silatch, Russian gunboat, 4 guns, 1,200 h.p.,
Capt. Barronoff, at Nagasaki.
Sissoi Veliky, Russian battleship, 10,000 tons,
14 guns, 8,500 h.p., Capt. Mollas, at Naga-
saki.
Stovutich, Russian gunboat, 950 tons, twin
screw 13 guns, 1,200 h.p., Capt. Soubatin,
at Nagasaki.
Vladimir Monomach, Russian cruiser, 6,000
tons, 16 guns, Prince Ouchtomsky, at Che-
mulpo.
Vostoch, Russian torpedo gunboat, 4 guns, 650
h.p., Com. Molchouky, at Nagasaki.
Vysadnik, Russian torpedo boat, 400 tons, 18
guns, twin screw, 1,500 h.p., Capt. Rogulia,
at Nagasaki.
Zabizka, Russian cruiser, 1,320 tons, 20 guns,
2,000 h.p., Capt. Shkruff, at Nagasaki.
RUSSIAN TORPEDO FLOTILLA.
(SEA GOING.)
Borgo, 1st class, Russian torpedo boat, 81 tons,
3 guns, 2 torp tubes 1,700 h.p., speed 21
knots.
Revel, 1st class, Russian torpedo boat, 96 tons,
3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Suvorov, 1st class, Russian torpedo boat, 69
tons, 3 guns, 2 torp tubes 780 h.p., speed
19.7 knots.
(1st and 2nd class.)
Forel, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Jantchich, Russian torpedo boat, 87 tons, 4
guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons 4 guns,
1,200 h.p., 22 knots.
Novorostik, Russian torpedo boat, 87 tons, 4
guns, 2,000 h.p., 22 knots.
Podorostik, Russian torpedo boat, 23 tons, 1
gun, 220 h.p., 16 knots.
Sisik, Russian torpedo boat, 23 tons, 1 gun, 220
h.p., 16 knots.
Storopin, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Soochinka, Russian torpedo boat, 87 tons, 4 guns,
970 h.p., 19 knots.
Sterlad, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Sungur, Russian torpedo boat, 140 tons, 4
guns, 1,800 h.p., 22 knots.
Usur, Russian torpedo boat, 140 tons, 4 guns,
1,800 h.p., 22 knots.
Flagship of Vice-Admiral Alexieff.
Flagship of Rear-Admiral F. V. Dubosoff.
Flagship of Rear-Admiral Reucouff.

THE FRENCH SQUADRON.
Bayard, French flagship, 1,968 tons, 36 guns,
4,500 h.p., Capt. Joannitt, at Yokohama.
Beaumont-Duval, French cruiser, 1,216 tons,
14 guns, 895 h.p., Capt. Ternet, at Chiofo.
Comite, French gunboat, 473 tons, 6 guns, 631
h.p., Captain Simon, at Saigon.
Ducour, French protected cruiser, 3,985 tons,
36 guns 631 h.p., Captain Bernard, at
Nagasaki.
Eclairer, French cruiser, 1,608 tons, 15 guns,
2,408 h.p., Capt. Texier, at Along Bay.
Inconstant, French cruiser, 891 tons, 8 guns,
850 h.p., Capt. La Seyne, at Chemulpo.
Jean Bart, French cruiser, 4,500 tons, 10 guns,
8,000 h.p., Capt. Aubin, at Fochow.
Lion, French gunboat, 473 tons, 8 guns, 576
h.p., Capt. Amot, at Shanghai.
Pastor, French protected cruiser, 4,000 tons,
36 guns, 9,000 h.p., Capt. M. Motel,
Hongkong.
Pluvier, French despatch-boat, 545 tons, 4
guns, 500 h.p., Comdr. Vidal, at Bangkok.
Surprise, French gunboat, 627 tons, 10 guns,
860 h.p., at Saigon.
Triumphante, French armoured cr., 4,700 tons,
24 guns, 2,400 h.p., Capt. B. de Broitzel, at
Saigon.
Vauban, French flagship, 6,150, Capt. Boutet
at Haiphong.
Viper, French gunboat, 463 tons, 6 guns, 441
h.p., Comdr. Constolle, at Bangkok.
† Flagship of Rear-Admiral Gigault de
Bedollier.
THE GERMAN SQUADRON.
Deutschland, German battleship, 8,400 tons,
18 guns, 5,360 h.p., Capt. Müller, at Hong-
kong.
Gifon, German cruiser, 4,207 tons, 25 guns,
9,000 h.p., Capt. Rallmann, at Kiochgw.
Hertha, German cruiser, 6,000 tons, Capt. S. v.
Uesodon, at Hongkong.
Iltis, German gunboat, 10 guns, 1,600 h.p.,
Captain H. H. Luns, on the Yangtze.
Irene, German cruiser, 4,400 tons, 24 guns,
8,000 h.p., Capt. Obenteimer, at Kiochgw.
Jaguar, German cruiser, Captain Kunderling,
Kiochgw.
Kaiserin Augusta, German cruiser, 6,000 tons,
12 guns, 13,040 h.p., Captain Guich, at
Shanghai.
Möwe, German surveying vessel, 970 tons,
Captain Merton, at Sumoa.
Prinzess Wilhelm, German cruiser, 4,400 tons,
22 guns, 8,000 h.p., Captain Truppel, at
Kiochgw.
† Flagship of Prince Henry of Prussia.
THE AMERICAN SQUADRON.
Bennington, U.S. gunboat, 1,710 tons, 6 guns,
3,436 h.p., Com. C. H. Arnold, at Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p.,
Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199
h.p., Comdr. S. W. Very, at Manila.
Celtic, U.S. supply-ship, 6,428 tons, 1,800 h.p.,
Lieut-Comdr. N. J. K. Fatch, at Manila.
Charleston, U.S. cruiser, 3,370 tons, 8 guns,
6,666 h.p., Capt. Geo. W. Pigan, at
Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405
h.p., Comdr. S. M. Ackley, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p.,
Comdr. J. W. Carlin, at Manila.
Glacier, U.S. supply-ship, Lieut-Comdr. J. B.
Briggs, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998
h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. dispatch-ship, 6,100 tons, 1,300 h.p.,
Lieut-Comdr. W. H. Everett, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750
h.p., Lieut-Comdr. A. P. Naro, at Manila.
Monadnock, U.S. double-turret monitor, 3,990
tons, 6 guns, 3,000 h.p., Comdr. John
McGowan, at Manila.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns,
850 h.p., Com. G. A. Bicknell, at Shanghai.
Monterey, U.S. double-turret monitor, 4,084
tons, 4 guns, 5,244 h.p., Comdr. E. H. C.
Leutze, at Manila.
Nanshan, U.S. collector, Lieut. L. A. Kaiser.
Oregon, 1st class U.S. battleship, 10,288 tons,
16 guns, 11,111 h.p., Capt. G. F. F. Wilde,
at Manila.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095
h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns,
800 h.p., Comdr. Harry Knox, at Manila.
Wheeling, U.S. gunboat, 1,000 tons, 6 guns,
1,081 h.p., Comdr. W. T. Burwell, at
Manila.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns,
3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. covered cruiser, 6,179 tons,
10 guns, 3,800 h.p., Capt. G. E. Ide, at
Manila.
Zafiro, U.S. dispatch-vessel, Master A. M.
Whitton.
Post Office.
A Mail will close:—
For Bangkok—Per Tachow to-morrow, the
17th instant, at 9 A.M.
For Holow and Singapore—Per Loosk to-
morrow, the 17th instant, at 9 A.M.
For Swatow—Per H